

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 188

Produced by the Victorian Control Line Advisory Committee



July 2014

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Copy Deadline for next issue is:

Wednesday 16th July 2014

PRODUCTION SPECIFICATIONS

Please remember when submitting copy that if you have access to a PC, or suitable typewriter you can save me retyping by giving me your items pre typed, and please use a good black ribbon for best reproduction.

Best of all is to send a CD or use Email

Contest results should be tab delimited, i.e. use a single tab between each column of results, if submitted by disk or email. This makes formatting much easier on the editor.



COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR 2014

DATE	EVENT	CLUB
Jul 13	Simple Rat Race, 27 Goodyear, Vintage Combat	CLAMF
July 27	All Aussie Day and Vintage Combat	KMAC
Aug 10	Speed , Navy Carrier	CLAMF
Aug 9-17	2014 C/L World Champs	Poland
Aug 23-25	UK British Nationals	United Kingdom
Sep 14	F2F T/R , Vintage A T/R, Classic FAI T/R	CLAMF
Oct 4,5	NSW C/L State Champs – Speed, F2C T/R (inc. supporting events)	Albury
Oct 19	Class 2 T/R , Speed , 1/2A Combat	CLAMF
Nov 9	F2B Aerobatics, Classic Stunt, 27 Goodyear	CLAMF
Dec 14	Speed , Burford Vintage A T/R	CLAMF
Jan 2 – 5	2015 CLAMF Air Racing C/L Expo (events TBA)	CLAMF

Events will be flown in order of printing.

Events in **Bold type** will be flown over hard surface.

CLAMF Frankston Flying Field, Old Wells Rd, Seaford (Melway 97J10), GPS -38.086777,145.148009 10.00am start

Contact :- G. Wilson (03) 9786 8153,
H. Bailey (03) 9543 2259

Email :- clamf@ozemail.com.au

Web site :- <http://clamf.aerosports.net.au/>

KMAC Stud Rd. Knoxfield.
(opposite Caribbean Gardens) (Melway 72 K9) 10.00am start.
Contact:- Peter Koch 0413222046 or

Steve Vallve 0409935358

Web site :- <https://sites.google.com/site/knoxmacv/>

CLAG has monthly fly-ins at the Moe Race Track every first Sunday of the month.

Contact :-Treasurer. Alan Frost

Email:- afrost2@skymesh.com.au

Phone 03 52817350

Secretary. Graham Vibert

Phone 03 51346393



COMING EVENTS



C.L.A.S. CONTROL LINE CONTEST CALENDAR 2014

Jul 14	F2B Aerobatics	Doonside (Whalan Reserve)
Aug 3	F2B Aerobatics.	KMFC
Aug 9-10	Fun Fly and Training Session. Obadiah Fly In.	Venue to be advised.
Aug 17	Classic Stunt.	SAT Ashford Reserve, Milperra.
Aug 17	Diesel Goodyear, Sabre Racing & 2.5 Diesel Speed.	KMFC
Aug 31	Phantom, Vintage A and Diesel G/Y.	SSME
Aug 30-31	Oily Hand Diesel Day.	Cowra M. A. C.
Sep 21	F2B Aerobatics.	SSME at Luddenham
Oct 4-6	CLAS NSW. State Championships.	
	F2A and F2C	C.L.A.S. at Twin Cities. TBC.
Oct 12	Gordon Burford Day.	KMFC
Oct 19	F2B Aerobatics.	SAT Ashford Reserve, Milperra.
Nov 23	Vintage T/R and Diesel Goodyear.	KMFC
Nov 30	KMFC Christmas Party and Fun Fly.	KMFC.
Dec 7	F2B Aerobatics	Doonside (Whalan Reserve)
CCMAC-	(Rutley's Road, Mannering park.)	
KMFC -	(Ku-ring-gai Model Flying Club) - St. Ives Show-ground, Mona Vale Rd, St. Ives.	
NACA -	(Northern Area Contest Aeromodellers) - Hunter Sports H.S., Pacific Hwy, Gateshead. CCMAC at Rutley's Rd, Mannering Park)	
SAT-	(Sydney Aeromodelling Team) - "Duck Pond", Ashford Road, Milperra.	
SSME -	(Sydney Society of Model Engineers) - Model Park, Luddenham Rd, Luddenham.	

2014 Queensland Control Line Calendar

All MAAA flyers welcome.

Jul 12	500 lap 27 Goodyear, Vintage A.	LARCS
Aug 16	2.5 Simple Rat, Z Class, Classic B	LARCS
Sep 6	2.5c Simple Rat, Z Class.	Dalby
Oct 4-5	MAAQ QLD STATE CHAMPS Vintage Combat, F2D. Combat 2.5cc Simple Combat, Open Combat.	LARCS
Nov 1-2	MAAQ QLD STATE CHAMPS F2B, F2F, Classic FAI, Fast Goodyear, F2A, Combined Speed, Pulse Jet.	
Dec 6	XMAS PARTY ALL C/L Clubs Get Together.	Maryborough

2014 CONTROL LINE CALENDAR

West Australia

DATE	EVENT	SITE
Jul 12th	F2B Aerobatics	Lumen Christi
Jul 27th	CLAW Club day	CLAW
Aug 10th	2.5cc Rat Race	CLAW
Sep 13th	Vintage combat	CLAW (STATE)
Oct 19th	CLAW club day	CLAW
Nov 2nd	Combined speed	CLAW
Nov 16th	CLAW Club day	CLAW



"All Aussie" Day & Vintage Combat

Sunday 27th July

Join us at Knox for a combined Aussie theme day and Vintage Combat.

Aussie will showcase Australian designed model aircraft, with Peoples Choice prizes for entrants.

So bring your Aussie model and join us for a day of Combat mayhem and a display of Australia's finest.

Refreshments and Aussie BBQ will be available.

Venue: K.M.A.C. Stud Road, Rowville.

Melways ref 72 K9

Commencing at 10 am

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CLAMF COMPETITION DAY. 15/6/14



The many deep puddles on the last bit of Old Wells Road before the flying field suggested we might be in for a wet old time at the Frankston club. However, the dreary weather quickly cleared and soon gave way to bright winter sunshine. It became an excellent flying day for the enthusiastic band of control liner flyers that turned up for a fun filled Sunday.

Combined Speed was well supported with ten entries. Robin Heirn was the winner flying an OS 25FX Swooper in Vintage Proto recording 97.25% of the record. Ken Hunting was oh so close with 97.1% with his OS 10 1/2A Proto. John Hollowell was third with 94.27% in Vintage Proto with his Classic B Rocket and tuned OS 25FX.

Robin had strained shoulder muscles, so he flew left handed so as not to aggravate the condition. He also flew some of his older and slower models. It was good to see Noel Wake back in the thick of the speed action after recovering from his recent health setback. Vern Marquet had a trouble free day flying his reliable K&B 29R Vintage Proto racer.

Perky was also flown with four entrants. The eventual winner was Andrew Nugent who recorded 42.47, the speed closest to the average of 44.08. Fastest Perky belonged to Graeme Wilson who posted the really quick time of 38.71 seconds with his Super Tigre X15 ST model. Won't win a Perky competition, but great for bragging rights!

Murray Wilson flew his F2A Profi to a best of 13.2. A full second quicker would have been nice! Murray also flew Robin's old FAI asymmetric model that used to have a really good Rossi Mk 2 up front. This time it was a Russian Kohaniuk that was being tried. However, the engine was a bit slow, so it was used to test a few different glow plugs...

A big thank you is due to the hard working timekeepers, particularly Ron Savage and Phil Wake who kept time tirelessly for the entire competition.

Over on the other side of the field all eyes were on Mark Ellins and the first flights of his magnificent new P-40 Warbird with a Super Tigre ST 46 and three blade prop up front. At the end of the session, Mark had made a few trimming tweaks to this fine profile stunter and was seen to be smiling.

Gavan Opperman also had quite a few flights with his LA 46 Mirage. The wind then sprang up for a while and most of the stunters were put back in their hangers (read backs of cars) before the breeze died down and they were brought out again. Can't let good flying conditions pass by!

Graeme and Murray Wilson bought down four core flute combat wings with PAW 2.5 diesel power. Lots of people had a go at flying them and most were amazed at what they could do. Expect to see even more at the field in the not too distant future. Can't wait to see some streamers on them... Definitely a lot of fun!

Fiona and Rebecca Wilson came to the field around noon to help fill the bellies of the hungry hoard with a decent lunch of BBQ sausages and lashings of tasty onions. Many thanks ladies!

After lunch, Gavan Opperman was seen testing his bright yellow Rocket Classic B with a Brodak 25R up front. Harry Bailey and John Hollowell had Classic B models ready to roll for a bit of competition, but it seems everybody was having such a good time doing other things we just didn't get around to having a fly!

In the late afternoon, it was Ron Lacey and Andrew Nugent who kept the circle warm while testing a new Sosnovsky engine in an impressive sounding F2C model.

It was another top day at CLAMF when the focus was on fun in the sun rather than intense competition. Just being there and taking part is what this day was all about.

John Hollowell

Combined Speed results 15/06/2014

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1.	R. Hiern	Vintage Proto	OS 25 FX	31.63	31.94	D.N.F	31.63	183.17	97.25%
2.	K. Hunting	1/2APROTO	OS 10 FSR	29.65	27.47		27.47	131.05	97.01%
3.	J. Hollowell	Vintage Proto	OS 25 FX	32.63	N.E.Laps		32.63	177.56	94.27%
4.	M. Wilson	FAI	Profi	13.06	13.22	13.26	13.06	275.65	92.57%
5.	R. Hiern	Vintage 2.5	1957 O.S. Max 2-15	N.E.Laps	20.99		20.99	171.51	88.52%
6.	N. Wake	Class 5	Novarossi 21	15.33	D.N.S	D.N.S	15.33	234.83	87.61%
7.	R. Hiern	CLASSIC FAI	KOHANIUK 15	16.54	16.46	N.E.Laps	16.46	218.71	85.72%
8.	V. Marquet	Vintage Proto	K&B 29 R	42.51	41.38	D.N.S	41.38	140.01	74.34%
9.	N. Wake	Proto	Force .21	34.56	33.69	33.70	33.69	171.97	71.61%

PERKY SPEED FRANKSTON 15-6-2014.

A. Nugent.	ST 15 .	42.68	42.47	136.37 kph
R. Hiern.	ST20.	N.E.L	41.17	14.68 kph.
N. Wake.	Typhoon.	53.47.	53.6. 54.06	106.33 kph.
G. Wilson	ST X15	42.54.	38.71.	149.61 kph.

Average of all Perky fastest time = 44.08. So therefore Andrew Nugent wins as closest to average, with 42.47

Fastest is Graeme Wilson with 38.71, a new benchmark to aim for, not that it has anything to do with the comp just bragging rights

Robin



N.S.W. State Championships Results.

Goodyear places were.

- 1st Rothwell/Scully Fora Powered
- 2nd McDermott/McDermott R250 powered
- 3rd Smith/Potter Parra powered



Combat places

- 1st Rob Owen centre
- 2nd Tom Linwood left
- 3rd Trent McDermott



The combined speed results were

	Class	Engine	Times		% record	Rank
Richard Justic	III	Rossi	10.42		93.0%	2
Pete Chilton	Vintage FAI	Cox Conquest	20.49	21.58	79.6%	
	Class II	ST X29	11.56	11.03	89.8%	3
	Midge		11.47		77.2%	
Andrew Heath	F2A	Profi	12.95		93.4%	Non Competing
Ron Blombery	Class I	Picco	ATT			
	Class V	Novarossi	14.00	14.10	95.9%	1

Results of the Aero-batics competition were not available for publication.

Hi everyone, just starting a new section of the newsletter to help less experienced modellers find hard to get items we need. Many of us may take internet buying of modelling gear for granted. If you haven't, there are many excellent reputable sites available, so start surfing.

Always of course, support your local hobby shop where possible. Also, there are 2 excellent companies that advertise in this newsletter. Please support them. Christian Traders and Wights Model Aircraft. I have purchased from both these companies. They are fast and reliable.

Other sites you may want to visit are:

Tower Hobbies (for all modelling items)

RSM. (for many items)

MBS (for lines)

World Engines.

Clubtamaran. (Parra engines site)

Just use Google to find this small number of possible sites. If you have a favourite let the editor know and we can add them to the list in future editions. There are also a few good Control line forums available too. Like Barton, Stunt Hanger and others,

Regards to all,

Andrew Nugent.

SHOP
TIL YOU DROP

2014 West Australian State Championships.

F2F

Team name	Heat 1	Heat 2	Heat 3	Final
1. Liew/Fong	4:26.31	DQ	3:56.00	8:10.62
2. S Leknys/C Leknys	4:13.32	4:04.81		8:38.66
3. R Leknys/Morrow	3:59.94	4:17.69		DQ
4. Bellis/Gannon	4:16.72	DNF95	4:10.68	
5. Christie/Walton	DQ	4:13.12	4:39.13	
6. Fry/Kirton	4:16.56	5:18.16	4:29.79	
7. Gehlhaar/Oh	8:42.25	9:34.06	DNF21	
8. Hoogenkamp/Crowley	DNS	DNS	DNS	

Vintage A Team Race

Team name	Heat 1	Heat 2	Final
1. Wilson/Ellins	3:28.53	pass	6:48.31
2. Bellis/Gannon	3:58.94	3:39.34	7:23.06
3. Letchford/Morrow	3:42.69	4:01.87	7:47.85
4. Christie/Walton	3:54.22	3:43.41	
5. Fry/Kirton	4:26.63	4:15.96	
6. Gehlhaar/Tey	37 laps	45 laps	

F2C Team Race

Team name	Heat 1	Heat 2	Heat 3	Heat 4	Final
1. Wilson/ Poschkens	DNF	3:10.67	3:08.69	DNF	6:21.43
2. Fitzgerald /Ellins	2:58.90	3:15.53	3:08.54	3:04.25	6:36.68
3. Letchford/Gannon	3:32.40	3:57.20	3:33.25	3:28.88	8:29.06
4. S Leknys/C Leknys	3:49.37	DNF	3:32.56	DNF	
5. Liew/Fong	DQ	3:46.12	4:08.34	4:06.88	
6. R Leknys/Morrow	4:09.28	3:47.53	DNS	DNS	
7. Christie/Walton	DNF	DNF	DNF	3:58.22	
8. Gehlhaar/Oh	5:33.29	4:32.87	DQ	4:24.78	
9. Bellis/Kirton	DNF	DNS	DNS	DNS	

CLASSIC B TEAM RACE

	HEAT 1	HEAT 2	FINAL
1. S.LEKNYS/C.LEKNYS	3:45.98	3:17.85	6:55.1
2. BELLIS/GANNON	3:39.33	3:41.72	7:47.00
3. LETCHFORD/MORROW	4:09.44	4:17.07	DNF
4. WILSON/WALTON	4:19.44	DNF	



Newsletter Editor

Harry Bailey.

37 Thompson Street

Clayton 3168

Victoria

Email:-

hbbaily@optusnet.com.au

F2D COMBAT

B. BELLIS (WA) W. W. L. W. W.

M. WILSON (VIC) L. W. W. W. L.

R. BELLIS (WA) W. W. W. L. L.

M. COMISKEY (NSW) W. L. L.

S. LEKNYS (WA) L. L.

T. LETCHFORD (WA) L. L.



2014 W.A. C/L STATE CHAMPIONSHIPS

The competition started on the Friday 30th May with Combined/FAI speed flown on the new hard surface. Long day with only 2 official flyers, Robert Fry put in 3 flights with his sport jet & Colin Crowley spent far too much time trying to get a reasonable engine run from his F2A Models, not how a contest should be held. He did get some flights, the best being 15.34, 234.68 km/h. Robert Fry's best was a 12.17 from his jet. He tried to fly a class 5 model but it kept jumping out of the dolly so no times were recorded.

The next event was Classic B T/R with 4 starters, the best time recorded was from the father/son team of Ryan & Colin Leknys with a 3:17.85, next best were R.Bellis/Gannon with a 3:39.33 followed by Letchford/Morrow 4:09.44. M.Wilson/S.Walton were the 4th team but could not get a good setup to work so missed the final. The Leknys's were by far the better team in the final & won by nearly 50 sec's from second place who were the team of Bellis/Gannon with Letchford/Morrow failing to finish.

The first event to be flown on Saturday was Vintage A T/R which had 6 entries, M.Wilson/Ellins set the pace early with a 3:28.53 2 stopper using the repaired black & pink Dimpled Dumpling, the others trailing by some 26 – 30 sec's behind. Everyone was struggling for range with most teams requiring 2 stops to complete their races. Wilson/Ellins sat out Rd 2 to see who could join them in the final, this turned out to be R.Bellis/D.Gannon & Letchford/Morrow with 3:39.34 & 3:42.69 the next best times. Wilson/Ellins had no problems in the final (4 pitstops) & went on to win in 6:48.31 followed by Bellis/Gannon on 7:23.06 & Letchford/Morrow on 7:47.85.

Next up it was into the F2C Team Racing which had 9 entries, 2 from Singapore & half a team from NZ flying with Steve Walton due to Ian Thompson having injuring himself at work. Round 1 only had 1 good time recorded, this was by Fitzgerald/Ellins with a 2:58.9, next best was Letchford/Gannon on 3:32.4 & R.Leknys/C.Leknys on 3:49.37. The other races had re-runs, dq's, dnf's.

In round 2 there were still dnf's but more times were recorded, best in Rd 2 were Wilson/Poschkens with a 3:10.69 followed closely by Fitzgerald/Ellins on 3:15.53 with Liew/Fong 3:46.12 next. Graham Christie was in the same heat as the 2 fast times were recorded & was doing OK until he started getting passed, he needed to get those feet moving & stay in tight in the centre, once you start getting wide it's very hard to get back into the middle.

On Sunday we had F2F T/R up first to start the days racing with 7 entries, 2 from Singapore & half a one from NZ flying with Steve Walton. R.Leknys/R.Morrow set the early pace with a quick 3:59.94 in heat 1 to give the other teams something to think about. There were re-runs & Dq's in this event also & it took 3 rounds to sort out who were going into the final. The team of Liew/Fong set down a 3:56.00 in Rd 3 to claim a spot in the final & in the last heat of round 3 we had S & C Leknys sneak in with a 4:04.81, Bellis/Gannon had to sit it out, they thought they had 3rd spot tied up but it wasn't to be.

The final got under way until the first pit stops began, Leknys/Morrow caused a dangerous release & were Dq'd for interference to the Liew/Fong team who were granted a refl. It was now a 2 up final, with no more mishaps during the race, the team of Liew/Fong finished 1st in 8:10.62 from the Leknys/Leknys team on 8:38.66 in 2nd place.

Round 3 of F2C was on Sunday, the best time set by Fitzgerald/Ellins with a 3:08.54 followed by S. Leknys/C. Leknys on 3:32.56, a few more DQ's for running into the circle on landing after dropping a catch & a re-run due to 1 team still going but not enough laps completed. Rd 4 again had Fitzgerald/Ellins setting the fastest time with a 3:04.25 followed by Wilson/Poschkens on 3:08.69 & Letchford/Gannon on 3:28.88, these were to be the teams competing in the final race.

The final got underway with F/E & W/P clearing away from the L/G team, W/P getting an advantage due to better pit stops, F/E running a bit lean causing heat build up. Trevor was still in the race but was finding it hard keeping up with the pace the other 2 were setting so every now & then called to David to give him a breather before re-starting his engine, this was probably clever thinking as he did not want to cause any grief with the other 2 teams, W/P went onto win in 6:21.43 with F/E coming home in 6:36.68, Trevor & David finally getting home in 8:29.06, better to be safe than sorry. Thanks to all the time keepers for their work in keeping the racing going, without you it doesn't happen.

Monday was the last day of the State Championships & it was time for F2D Combat with 6 entries received to do battle. There were some good bouts of combat flown with the usual amount of crashes & damage to various models. Shutoffs going off without warning & total cutting of the whole streamer in one attack ended bouts early. There were a couple of re-fly's due to less than 10 sec's difference but in the end it was a win to Bruce Bellis from Murray Wilson 2nd with Richard Bellis taking 3rd place, Michael Comiskey was 4th & Shane Leknys & Trevor Letchford = 6th. Thanks to the CD Jim Stivey for keeping the event moving along, time keepers Ron Hoogenkamp, Fred Adler, Norm Kirton & Graeme Wilson & Dick Morrow for doing all the model processing.

Report by Graeme Wilson.



HANDY HINTS

I'd be surprised if there's a control line modeler who hasn't confused the up and down line at least once! Mostly the mistake is picked up with a control check before takeoff. However, I know of some VERY experienced modelers who have taken off with the controls reversed... OUCH!

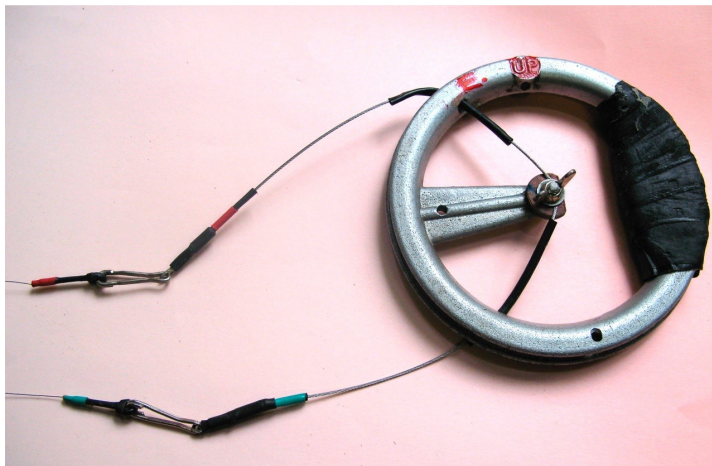
A simple way to minimize these risks is to colour key the model leadouts, lines and handle with red and green heat shrink tubing. Red is for up and green is for down. This also makes for a neater connection and helps stop flexing if the tubing is continued past the end of the wire binding.

Handles are a personal thing. That said, my preference in Vintage and Classic events is the old style Aeroflyte handle that makes it easy to change hands.

I like to use tennis racquet grips on the metal handles as it makes it more comfortable and resists slipping on really hot days. Also, if you are going to use loop style spring connectors, bare line loops can easily slide off. If you make up a set of lines with thin electrical tubing on the loops, this can't happen.

Have you got a Handy Hint to do with building and flying control line model aircraft? This is planned to be a regular monthly feature, so please don't delay... email your Handy Hint to The Editor at hbailey@optusnet.com.au

John Hallowell AUS 1984.



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For Sale

ANDREW'S PANS.

In stock now 21 size speed pans, T/R pans and a few 2cc pans. Also thanks to some neat handy work from Julian Reichardt I now have a new T/R pan for sale. Julian has hand carved a wooden replica/pattern of the pan he and Hutton Oddy used back in the 70's. This will be suitable for Classic FAI T/R. He has also sent me a copy of their T/R plan called a FART. (I didn't name it!!) All pans \$25 in the "as cast state" and are cast in AA601 casting Alloy.



Reichardt/Oddy pan.

Also available to order, prop nuts and shaft ext, carbies for most engines, and vintage T/R type tank and bottle valves.

Available now the following full size plans, Turtle, FART, Sapavolov, Timepiece, Picus, Dimple Dumpling, Past, Arrow.

All \$4 which includes postage in Australia.

There are no Fora engines or parts available at this time.

Regards,

Andrew Nugent.

U.S. Hard rock maple bearer wood, precision cut and machine sanded.

Cost \$4 each plus postage

All lengths 12"

Sizes: 3/8"x3/8"

3/8"x1/2"

1/2"x1/2"

Also, I now have a stock of 3/16" sq and 1/4" sq rock maple spars.

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New Models



Murray Wilson's new Goodyear model is ready for the British Nationals.

Mark Ellins has completed his Warbird Stunter.



AUSTRALIAN CONTROL LINE NEWS

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3/14-16 Hartnett Drive

Seaford, VIC 3198

Phone: 03 9773 5586